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RANDOM DRUG TESTING is likely to be included in the Transportation Department's final rule requiring drug tests for some 500,000 persons in the aviation industry. A proposal for random testing has spurred strong opposition from pilot groups and others, but those protests have not changed the mind of DOT Secretary James Burnley. He told reporters last Thursday that evidence to date shows random testing is the most effective deterrent to drug use. "I'll need to see some new evidence that refutes what we've seen to date," before dropping the requirement for random testing, Burnley said.

SECRETARY BURNLEY refused to be pinned down on when the final drug testing regulations for aviation industry employes will be issued, promising only that the final rule will be out prior to "January 20, 1989," the Reagan Administration's last day in office.

TENURE of James Burnett as chairman of the National Transportation Safety Board was scheduled to end during the past weekend. Although renominated by President Reagan in April for a fourth term as NTSB chairman, the Senate Commerce Committee has refused to act on the nomination. Burnett, who joined NTSB in late 1981 and has served as chairman since early 1982, will continue serving as one of five NTSB members under a term that expires Dec. 31, 1990. James L. Kolstad, vice chairman of the board, will take over as acting chairman of NTSB.

AOPA POLL SHOWS OVERWHELMING SUPPORT FOR NATIONAL AVIATION POLICY

The federal government needs to make a major commitment to an overhaul of the nation's air transportation system, according to 89 percent of those responding to a poll of 1,000 non-pilots commissioned by the Aircraft Owners and Pilots Association. Study also said 87 percent agree with the need for a national aviation policy.

Air safety was viewed by 82 percent of those polled as a serious issue, with faulty maintenance named by 42 percent of those polled as a major factor in safety problems. Only two percent of those taking part in the survey, which was conducted shortly after the Aloha Airlines 737 incident and FAA's investigation into operations at Continental and Eastern, cited private aircraft as having a negative effect on safety. Flight delays were viewed by only 16 percent as a serious problem. Concentration of blame for existing delays was on bad weather and overcrowding. Existence of general aviation aircraft was not mentioned by any of those surveyed as a reason for flight delays.

More realistic scheduling and expanded airports was preferred as a means of relieving airport congestion as opposed to placing limitations on aircraft flights. If flight limitations were required, 63 percent would prefer to see limiting general aviation and commercial flights equally, as opposed to six percent in favor of limiting only commercial traffic and 25 percent in favor of limiting GA traffic.

John Baker, president of AOPA, said the study should bring the debate on capacity and congestion to the White House level. He said "if we don't fix the capacity problem, we are going to get the fuzzy end of the lollipop." He said the entire aviation industry has a "strong vested interest in having the new Administration be knowledgeable about the issues...they must be willing and able to address and fix the system." Baker disagreed with public opinion that maintenance and safety are serious problems in the industry, but said those issues "draw the most attention." He said he considers congestion to be the biggest problem, but it is an economic problem, not a safety one.

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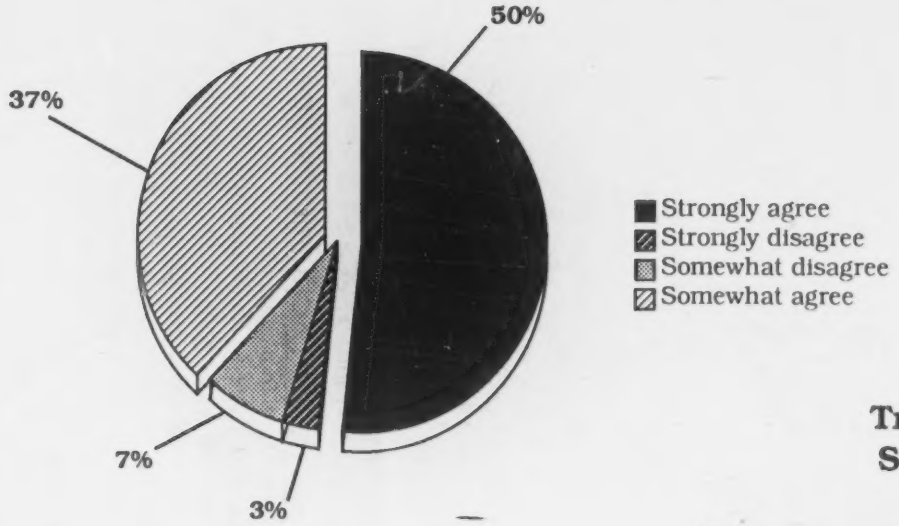
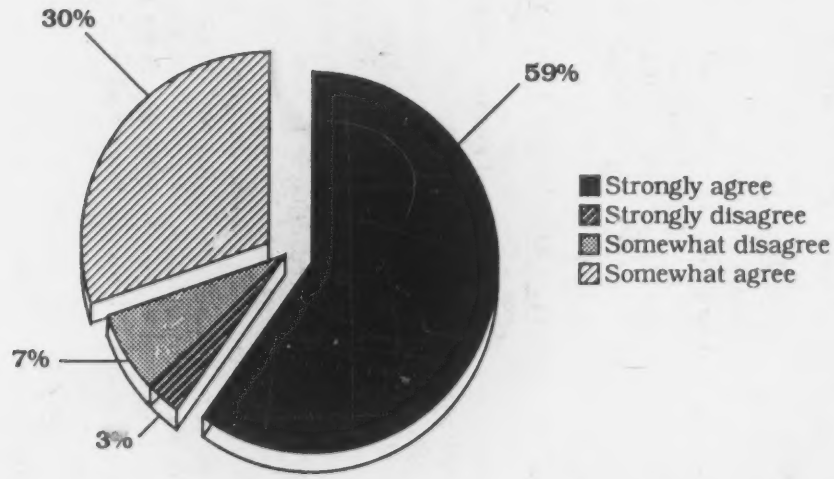
Need National Aviation Policy



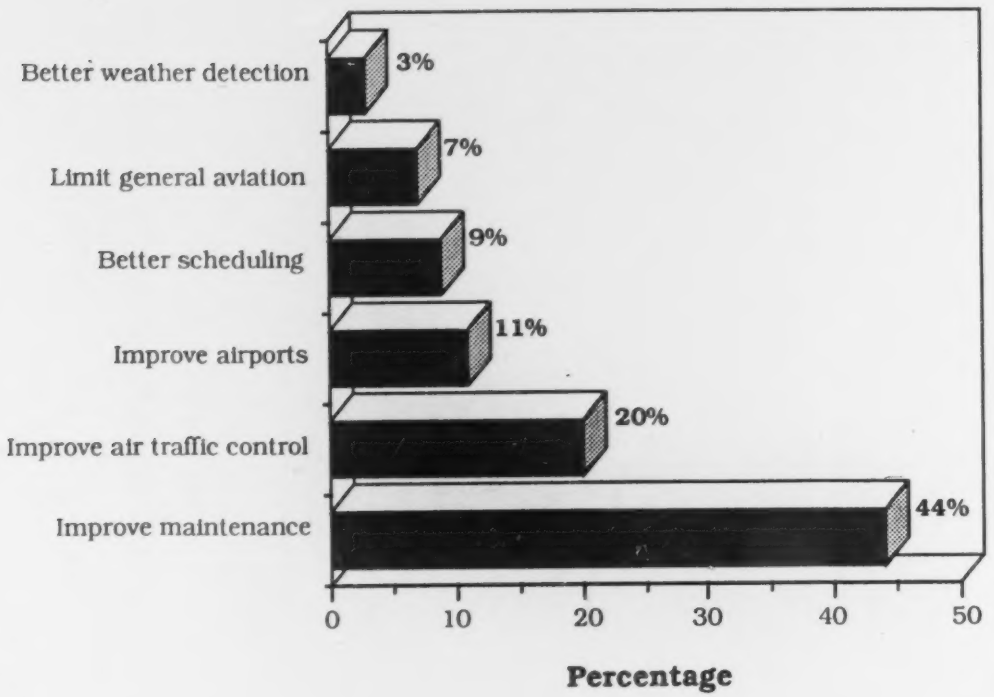
Transportation System Should Be Overhauled



AOPA Survey

50a.

How To Increase Safety



AOPA Survey

5/a

Is Airport Congestion Serious

	Total Percent
Very Serious	**45 %**
Somewhat Serious	**35 %**
Not Too Serious	**7 %**
Not At All Serious	**1 %**

Best Approach To Relieving Congestion

	Total Percent
Limitations on Flights	24 %
Expansion	68 %

AOPA Survey

NOTE

ONLY THE FOLLOWING PAGES OF THIS

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Cov. 1, Pgs. 60a, 61a, 62a,

63a